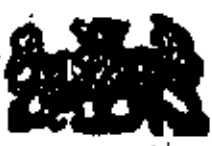






## INTIMATIONS



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CHEMISTS, DRUGGISTS AND  
PERFUMERS.

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THE GOVERNOR.

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## BIRTH.

HOOPER.—On September 23rd, at Shanghai, to Mr. and Mrs. G. HOOPER, a daughter.

## DEATHS.

HAY.—On September 20th, at Shanghai, THOMAS WALKER HAY, of the Shanghai Dock and Engineering Co., Ltd., aged 34 years.

SITES.—On September 21st, at Shanghai, ROBERT NATHAN SITES, aged six years, beloved second son of Mr. and Mrs. FRED R. SITES.

SHAW.—On September 24th, at Shanghai, RANDALL WALKER SHAW, in his 70th year.

O'SHEA.—On September 24th, at Peking, JOHN BAILEY O'SHEA, of Shanghai, aged 45 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

# The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1914.

The population of Japan, reckoned last year as close upon 53,000,000, including Japanese resident abroad, is steadily increasing, and consequently the subject of emigration is forcing itself every year more insistently upon public attention in that country. Japanese publicists who have devoted their attention to this subject view the increase of the population with some alarm because of the inability of the country to maintain even the present population upon its own resources. "The demand for rice, which is the staple food of the people," says the President of the Tokyo Chamber of Commerce, "is greater than the supply, and we are compelled to rely more and more on foreign countries for our food supply. If this continues the future of the country will be far from bright." We notice that an association has recently been formed in Japan, with Count OKUMA, Prime Minister, as President, for the purpose of encouraging emigration. Count OKUMA in an inaugural address emphasised the difficulty of finding employment for the increasing population and described emigration as one of the most effective factors in solving the difficult question of the social evolution of the nation on progressive lines. He further emphasised the importance of taking the greatest care that only those of good moral character and sound physique should

emigrate, "so that the danger of a collision with people of another race with whom they might come in contact would be minimised." It is clear from this what the Prime Minister had in mind. The hostility in white countries such as the United States, Canada, and Australia—three of the countries which most strongly appeal to the Oriental emigrant—shows no signs of abatement, and even in Mexico and Latin America the policy of excluding the "yellow men" is commanding an increasing measure of popular support. One of the objects of the new organisation in Japan is apparently to do what is possible to remove the feeling of antipathy to the Japanese immigrant which exists in foreign countries. That is a task which can only be accomplished by time and the exercise of infinite patience. A far more practical line of action was indicated at the meeting by Mr. MORODA, a former Cabinet Minister, who advocated the encouragement of immigration into the Japanese Colony of Formosa. What with Korea, Formosa and Southern Manchuria, Japan would seem for the present to have ample room available for her surplus population. Mr. MORODA, while saying that he did not deny the value and importance of emigration to South America, Mexico and North America, insisted that it was of greater importance to the country to encourage Japanese immigration into Formosa for the development of that Colony. This seems sound policy. Japan has done far less with Formosa than with Korea. Since it was annexed to Japan, Korea has attracted an increasing number of emigrants from Japan, partly no doubt on account of its close proximity, but more so because of the opportunities it offers under the new régime for lucrative employment. In five years the trade in merchandise at the open ports has doubled and the Japanese authorities are encouraging the development of the resources of the country in all directions in a manner which commands unstinted admiration. The same zeal for progress is shown in the leased territory of Kwantung, but it is not shown to the same extent in Formosa. These territories owe their present state of development to the industry and commercial sagacity of the Japanese settlers, encouraged and supported as they are to the fullest extent by Government, and as the potentialities of these territories are revealed and are made better known to the people of Japan through the instrumentality of such an organisation as that recently created under very influential auspices, it will doubtless be found that the over-population difficulties which are considered to be threatening Japan will be solved in a manner mutually satisfactory to the individual emigrant and to the nation.

There will be no Henli Regatta at Shanghai this year.

A cyclone or typhoon E. of Southern Formosa, moving W. or W.N.W. was reported by the Manila Observatory yesterday.

It has been reported to the police that a valuable gold finger-ring and \$140 in money have been stolen from No. 2, Broxy Terrace.

Lady de Sausmarez of Shanghai is organising a scheme among British women in Shanghai for the making of garments, etc., needed by troops in the war.

The total output of the Kailan Mining Administration's mines for the week ending 12th September amounted to 43,685.55 tons, and the sales during the period to 44,123.70 tons.

During a scramble following a gambling raid at No. 10, Second Street, on Saturday night, a lukong was attacked by a Chinese and received several cuts on the head. His alleged assailant was taken into custody.

Three Chinese children met with a terrible death while playing on the hillside above Star Street, in the Wanchai district. A huge boulder, loosened most probably by recent rains, rolled down upon them and crushed them to death. Their bodies were removed to the Mortuary.

The Fire Brigade were called out early yesterday to extinguish a fire which had broken out at a medicine shop in Cochrane Street. The building, a three-storey structure, was practically gutted, the damage on the ground floor alone being estimated at \$2,000. This was covered by insurance in the Man On Insurance Company. The first and second floors, which were occupied as family houses, were damaged by fire and water, and were not insured. The origin of the outbreak is not known.

Mr. Alfred Sze, China's Minister to Great Britain, left Peking on the 24th inst. en route for London.

The E. & A. steamer *St. Albans*, which arrived in the Harbour yesterday, made the run from Moji in the quick time of 3 days 21 hours.

The weekly return of communicable diseases shows that only one case of bubonic plague was reported during the week, the patient being a Chinese. There were also one case of diphtheria and one of enteric fever, both ending fatally.

According to a Peking correspondent President Yuan Shih-kai, wearing the new official garment and a diadem, was to conduct the first formal worship of Confucius at the Temple of Confucius in Peking yesterday. Accompanied by the Ministers of the Interior and Education, as well as by other high dignitaries, he will offer sacrifices to Heaven the day after the Winter Solstice, namely, November 7th. The President will review the troops on October 10th.

The Manager of a Chinese business, who resides at No. 1a, Elgin Street, third floor, has given the police a rather extraordinary story. He stated that in the early hours of yesterday a thief entered his concubine's cubicle, and while she was asleep, extracted from her fingers three gold rings, each set with a diamond, worth together \$1,900, and from her person a gold double-cased watch valued at \$80, a gold chain, valued at \$60, three pieces of jade stone of the value of \$30, and an American gold coin, worth \$15.

Two well-known residents of Shanghai died last week—Mr. R. W. Shaw and Mr. J. B. O'Shea. Mr. Shaw, who was in his 70th year, and had lived in Shanghai since the late sixties, was originally an engineer in the Shanghai Steam Navigation Co., but subsequently took up dairy-farming with great success. He will also be remembered for the keen interest he took in pony racing. Mr. O'Shea had been closely associated with journalism in North China for nearly a quarter of a century, latterly as editor of the *Shanghai Times*. He had been ill for some time past, and died at Peking on the 24th inst. at the age of 45.

We observe in some Amoy notes published in a Shanghai contemporary the statement that "foreign stores have risen to an awful price of late, not only in Amoy but in Hongkong and Shanghai, and it takes a poor man all his time to make both ends meet." If this statement is intended to mean that in consequence of the war the prices charged by foreign stores for the necessities of life have been increased to an "awful" extent, we can only say that there is no justification for this statement so far as Hongkong is concerned. On inquiry at Messrs. Lane, Crawford & Co.'s, we are informed that the increase in the price of imported grocery stores since the war began has not been more than 10 per cent. and for this the drop in exchange has been largely responsible. So far as local produce is concerned, prices in many instances are actually lower than before the outbreak of war.

# AFFAIR IN A CHINESE EATING-HOUSE.

Three Chinese boatmen adjourned yesterday morning to a Chinese eating-house in Shanghai Street, Yaumati, for breakfast. A shop foki took hold of a kettle filled with boiling water and commenced to make tea for the customers, but he handled the kettle very awkwardly apparently, and spilled some of the hot water over the boatmen. They not unnaturally became exasperated, made a few forcible remarks on his clumsiness, and advised him to hold the kettle lower. The shop foki felt somewhat nettled also, and rejecting the advice of the boatmen, held the kettle still higher up, with the result that more hot water descended on the hungry, and by that time, very much incensed customers. They jumped up, and there was a row. Another shop foki, who was raking the furnace with a very long poker, became alarmed, and hit one of the boatmen a severe blow on the head with his nearly red-hot poker. He attempted to get in another blow, but the boatman guarded himself with his hand, which was burnt. The two shop fokis appeared at the Magistracy yesterday, charged with assaulting the boatmen. One was sent to gaol for six weeks, with hard labour, and the other was bound over in the sum of \$100.

# FIRE FLOAT EXHIBITION.

At the request of the Government of Macao, the Hongkong Fire Brigade gave an exhibition of the powers of the No. 1 Fire-boat at Yaumati yesterday. The Macao authorities purpose bringing their fire-fighting machinery more up to date, and contemplate purchasing a fire-boat similar to those owned by the Hongkong Fire Brigade. The No. 1 float cost approximately \$40,000, exclusive of equipment, and her two pumps combined can eject 2,700 gallons of water per minute.

The Commander of the *Patrol* (Commander Magalhães Correa) represented the Macao authorities, and there were also on board the Captain-Superintendent of Police (Hon. Mr. McL. Messer) and the Deputy-Superintendent of the Fire Brigade (Chief Inspector Goudry). Major Engineer to the Fire Brigade (Major MacDonald) and Station Officer Lane were in charge, and the exhibition was in every way satisfactory.

## SUPREME COURT.

Monday, September 28th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

SUMMARY COURT JUDGMENT REVERSED.

His Lordship delivered judgment on an appeal from a decision given by the Puisne Judge, Mr. F. A. Hazeland. The plaintiffs in the original action, the Holland and China Trading Company, sued Chin Tin Cho, a broker of 205, Queen's Road Central, claiming the sum of \$973.55 from defendant as endorser of a promissory note for the sum of £91, dated November 13th, 1913, and payable on January 11th and signed by defendant at the agreed rate of exchange of 1/11.1/16d., which note was dishonoured by the drawers. Plaintiffs also claimed interest on the principal amount at the rate of 8 per cent. The Puisne Judge in his judgment, held that defendant, by endorsing the note, made himself liable as endorser for the whole amount.

Mr. Eldon Potter (instructed by Mr. C. F. Mason, of Messrs. D'Almada & Mason, represented appellants; and Mr. E. H. Sharp, K.C. (instructed by Mr. Dixon, of Messrs. Wilkinson & Grist) was for the respondents.

The Chief Justice, in the course of his judgment, said the facts, shortly, were that plaintiff-respondents, the Holland China Trading Co., having had certain transactions with the Li Hing firm, were offered a promissory note of £91 sterling in payment. As they were unwilling to give credit to the Li Hing alone, the defendant, and present appellant, at the request of plaintiffs' compradore, put his name on the promissory note. The plaintiffs' claim was against the firm on the promissory note as endorsers. The note ran as follows: "I, the undersigned Li Hing, promise to pay on 11th January, 1914, to the order of the Holland China Trading Company, the sum of £91 only for goods received. Hongkong, 20th November, 1913." The note had never been endorsed by the plaintiffs. After quoting authorities His Lordship said a person signing a bill otherwise than as a drawer or acceptor, incurred liabilities as an endorser and a holder in due course. Unless the signature was clearly given in some other capacity the presumption was that it was an endorsement, but here there was positive evidence from the compradore of the plaintiff firm, who said that he would not take the promissory note without the endorsement which defendant gave. Again, the plaintiff thought that the instrument, until endorsed, was not complete and regular, and that there was no negotiation of the note so as to make liable a stranger who had signed it as endorser. On this ground, which was never taken in the court below, and was not before the learned Puisne Judge, he thought that the decision given below was wrong, and that the appeal must be allowed, with costs in both courts.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE, MR. F. A. HAZELAND.

A HOME IN DISORDER.

The hearing was resumed on an amended writ of an action, postponed since May last, in which, six Chinese engineers employed by the Taikoo Dockyard and residing together in a mess at Saiwanho, sued the Kwong-Hing firm, of Saiwanho, storekeepers, for the return of certain household furniture and wearing apparel taken away by the defendant and valued at \$192.43. Plaintiffs also claimed damages for the detention of the goods not exceeding \$807.57, the limit of the jurisdiction of the Court, or in the alternative \$1,000 damages for conversion of the goods, including their value.

Mr. W. E. Hind (Mr. G. K. Hall Bruttin's Office) appeared for the plaintiffs, Mr. Eldon Potter, instructed by Mr. Holmes, was for the defendants.

Plaintiffs' case, as outlined at the previous hearing, was that they owed the defendant firm a small amount for provisions, and that while they were in the country worshipping at tombs, defendants went to their mess and seized the furniture, and afterwards sold some of it. When they returned from the country they found their mess closed, their servant having been turned out.

The hearing was adjourned.

# ORGAN RECITAL.

Following is the programme of organ recital to be given by Mr. George Grimbale at St. John's Cathedral to-night:—

# PART I.

1. Grand Offertoire, No. 3. *Lefebvre Welg.*
2. Anthem, "I waited for the Lord" *Mendelssohn*
- Soloists: Mrs. Goldsmith and Master T. Martin.
3. Andante in G. Major ("The Pilgrims' Song of Hope") *Edvard Batiste.*
4. Tenor Recit, "And his Companions," *Bass Aria, "O God, have mercy" (From St. Paul) Mendelssohn.*
- Tenor: Mr. R. Brown. Bass: Mr. A. J. England.
- Hymn No. 376.

# PART II.

1. Andante in F. (For the Diapasons) *Henry Smart.*
2. Soprano Aria, "Come unto Him" (From "The Messiah") *Handel*
- Miss L. WHITE.
3. (a) "The Angels' Serenade" *Braga.*
- (b) "Angels' Lullaby" *G. Grimbale.*
4. Anthem, "There is a green hill far away." *Gounod.*
- Soloist: Mrs. FRANCIS CLARK.
5. "Cujus Animam" (From "Stabat Mater") *Robini.*

# THE WAR.

[THROUGH REUTERS AGENCY.]

# THE GREAT BATTLE.

# UNSUCCESSFUL ATTEMPT TO BREAK THE ALLIES' LINE.

# THE INCESSANT ATTACKS OF EXTRAORDINARY VIOLENCE DAY AND NIGHT.

London, September 27th.  
5.15 p.m.

A communiqué issued in Paris this afternoon says:—

Our Left is making perceptible progress.

The enemy made extremely violent attacks between the Oise and the Somme, and there were some bayonet charges, but all were repulsed.

The enemy made a successful attack near Saint Menchould, but at the end of the day the French regained the lost ground. There is no activity from Argonne to the Meuse, nor in Lorraine or the Vosges.

In many places the French and German trenches are only a hundred metres apart.

The Prussian Guard in the Centre, from Rheims to Souain, unsuccessfully attacked. They were hurled back.

LONDON, September 28th.  
2.40 a.m.

A communiqué issued in Paris by the Ministry for War at 11 o'clock in the evening says: From the night of the 26th inst. till the 27th the Germans along the whole front incessantly attacked with extraordinary violence day and night, evidently trying to break the Allies' lines, acting with a uniformity denoting instructions from the High Commander to find a solution to the battle. Not only have they not succeeded, but we took a flag, some cannon, and numerous prisoners.

The morale of the troops, despite the fatigue caused by the uninterrupted struggle, is excellent. The commanders even have difficulty in restraining the men's desire to come to grips with the enemy, sheltered in defensive positions.

[FROM THE FRENCH GOVERNMENT, VIA PEKING.]

September 27th.  
9.05 p.m.

On the 25th an extremely violent battle took place between the River Somme and the River Oise. In the evening the French were in occupation of a front extending from Dampierre, south of Peronne to Ribecourt; and the Germans were defensively organised at Noyon.

The French progressed slightly between the Oise and Soissons.

Between Soissons and Rheims there has been no important change.

The French occupy Berry-au-Bac.

There has been no change between Rheims and Verdun.

In Woëvre, the Germans crossed the Meuse in the region of St. Mihiel, but the French, taking the offensive, drove them back for the most part to the other side of the river. In the South of the Woëvre region, the French offensive was successful everywhere. The Germans, who sustained heavy loss, had to march back.

In Lorraine and the Vosges, German detachments were repulsed and retired on Blamont after sustaining heavy losses. They evacuated Badonvillers, and were driven out of Lessenx.

# THE GERMAN EXCUSE FOR THE DESTRUCTION OF RHEIMS CATHEDRAL.

It is untrue that there was a French observation post on top of Rheims Cathedral, and that this was the cause for its bombardment. The bombardment began, without any reason, on September 18th at 3 p.m.

[THROUGH REUTERS AGENCY.]

# BRITISH OFFICIAL REPORT.

London, September 27th.  
10.25 p.m.

The Official Press Bureau announces that the situation is satisfactory. Counter-attacks on the British front were beaten back with heavy losses to the enemy.

# GERMAN AVIATOR DROPS BOMBS INTO PARIS.

LONDON, September 27th.  
5.10 p.m.

A message from Paris states that a German aviator dropped two bombs which hit a hotel. A solicitor was killed and a girl wounded.

# JAPANESE COMMENCE ATTACK ON TSINGTAU.

LONDON, September 27th.  
5.45 p.m.

An official message from Tokio states that the land attack, which was started on the outskirts of Tsingtau yesterday, continues. The Japanese casualties up to the present are 312.



[THROUGH REUTER'S AGENCY.]

## THE RUSSIAN ADVANCE.

PURSUING THE AUSTRIANS INTO HUNGARY.

London, September 27th.  
8.10 p.m.

An official message from Petrograd states that the Russians compelled the Germans to retreat to Duskeniki.

The enemy has started an artillery duel with the fortress at Ossoweitz.

The Russians have occupied Domriza.

A large column of Austrians are retiring from Przemyśl, leaving in trains and motor-cars.

The Russians have been successful in the Carpathians in taking guns and prisoners.

The Russians are pursuing the Austrians into Hungary.

## ANOTHER SUCCESSFUL BELGIAN SORTIE.

London, September 28th.  
2.45 a.m.

A message from Ostend says that the Belgians made a sortie from Antwerp on Saturday in the direction of Erpe. They drove back a strong force of Germans after a sharp fight, and occupied Alost.

## ANOTHER GERMAN OUTRAGE?

London, September 28th.  
2.45 a.m.

It is reported that Mons is afire.

## VALUE OF GERMANY'S COLONIES.

TRADE WORTH £22,000,000.

BRITAIN'S CHANCE IN THE PACIFIC.

The future of Germany's colonial possessions, which now lie at the mercy of the Allies and have in several cases already experienced the disadvantages of their helpless position, will provide an interesting problem for settlement when their present owners have been thoroughly beaten in the European field of conflict. It may be assumed that when that day comes the German flag will have ceased to fly over every portion of the German Overseas Empire, which, in Africa at any rate, makes quite an imposing show on the map with its 1,128,640 square miles of territory and 13,000,000 inhabitants, mostly of negro or negroid race.

The leased territory of Kiaochow, which will probably be restored to China through the agency of Japan, is not a "colony," strictly speaking, being governed by a naval officer responsible to the German naval department. It has, however, the distinction of possessing a larger import and export trade than any other German colonial possession. The figures for 1911 being:—Imports, £5,629,000; exports, £3,332,000. This is readily understandable in view of the fact that it is an integral portion of China. Its garrison of 3,125 German marines will not be able to defend it for many days against the Japanese attack.

Although the trade between Germany and her overseas possessions amounted to £5,510,000 in 1912 (imports by Germany £2,645,000, exports from Germany £2,865,000), this was counter-balanced by the payment of subsidies amounting to nearly five and a half millions to make up the deficits in the colonial revenues. In the case of German East Africa and German South-West Africa these subsidies amount to £2,088,000 and £2,363,000 respectively in the latest estimates. But the trade of these countries is showing signs of expansion, and there can be little doubt but that under British rule all would soon pay their way.

The total trade of the German colonies amounts to about £29,000,000 per annum, imports exceeding exports by approximately £9,000,000. German South-West Africa is the only territory in which the balance of trade is in favour of the colony, this being due to the pastoral and mineral wealth of the country. German South-West Africa alone contains about 15,000 Europeans (of a total of 25,000 in the German colonies), over 12,000 being Germans, of whom 3,000 are imperial troops and police.

ALL BRITISH, CAPE TO CAIRO.  
The German colonies have a railway mileage of about 3,000, nearly half of which is in South-West Africa. The most important railway in the German colonies, however, is the line, completed in the early part of this year, which connects Dar es Salaam on the Indian Ocean, with Kigoma, on Lake Tanganyika, 743 miles distant. This line, which parallels the British Uganda Railway, will soon form part of an east and west transcontinental line from Dar es Salaam to Lobito Bay, in Portuguese Angola, traversing a part of the Belgian Congo en route.

Although the British Empire did not enter the present conflict with any idea of territorial aggrandisement, the German colonies must be occupied as soon as possible, so that their ports will not be available as bases from which stray German cruisers may harass our shipping. They will also be of use at the termination of the war as counters in the peace settlement. But if, with the possible exceptions of Kiaochow and the Pacific possessions, they are eventually restored, the opportunity must not be allowed to pass of rounding off British South Africa by retaining the "pan-handle" of German South-West Africa, which forms such an unnatural projection into Rhodesia, and by securing a strip of territory between Northern Rhodesia and British East Africa to enable a Cape to Cairo railway to be built without passing through foreign territory.

As might be expected, the trade between the German colonies and Great Britain has amounted to only a small proportion of the total trade of these territories hitherto. In 1912 United Kingdom exports to German colonies amounted to £695,421, and the imports from the colonies into Great Britain totalled £590,890. If the German colonies should become a portion of the British Empire for a time, it may be confidently expected that their trade with Germany, which, as already stated, is worth £5,500,000 per annum, will be diverted to the United Kingdom, and the colonies will not only furnish us with new markets, but will provide additional cargoes for our ships. The total withdrawal of Germany and Austria from the overseas trade should create an opportunity not to be missed by British manufacturers.—Standard.

## CHINA AND JAPAN.

PEKING, September 21st.

The Japanese Government has completely changed its policy towards China since the so-called war zone in Shantung has been declared. While formerly Japan showed at least great reserve towards the Peking Government, and while the leader of the rebel movement has received all kinds of support, Japan is now suddenly prepared to protect the Peking Government against the rebels. It is alleged that a secret agreement, based upon reciprocity, has been concluded by the two Powers, each binding itself to support the other in the suppression of any revolutionary movement. It is stated that a Japanese connected with the Young Japanese Party has been arrested at a Japanese hotel in Hatamen Street, the Chinese authorities assisting in the arrest in accordance with this agreement.—N.C. Daily News.

## WORK OF PRESS BUREAU.

In an article dealing with the War Press Bureau, *The New York World* says that as to comfort and convenience, the authorities have been decidedly thoughtful. About twenty telephone boxes have been installed at the Press Bureau, each box being allocated to a separate paper with a distinct number of its own. There is a waiting-room for duly accredited representatives, and a service of attendants for delivering the type-written copies of the messages to be communicated. Every facility is offered for communication with the censorship officials in respect to messages coming independently to the papers, as to whether they are accurate and, if so, whether it is advisable in the public interest to publish them. In this connection it may be noted that cable messages are being censored independently of the Press Bureau.

One of the first executive acts of the Bureau is worthy of mention. On a Monday night a message was circulated requesting that the papers should not publish translations from foreign journals respecting the landing of British troops in France. It now turns out that the Paris Sunday papers—including *The New York Herald* in plain English—published a French War Office communiqué, as to the landing of British troops on the Continent, I have before me a Brussels paper which copied the news next day.

Apart from details, which, no doubt, will adjust themselves in time, the War Press Bureau arrangements are eminently satisfactory from the point of view of the working journalist. Those of us who recollect the Boer War and the chaotic condition of things in Pall Mall, can best appreciate the change for the better in the Whitehall region. There was every politeness in Pall Mall, but the journalists, when supplied with news, had to scout the neighbourhood for telephones or hunt for cabs to get to their offices. And I fancy that under the present systematic arrangements there will not be the "leakage" which prevailed at the time of the Boer War, when a "runner" in touch with the attendants was sometimes able to anticipate the journalists in favour of a certain evening paper.

## WAR NEWS.

## THE OPERATIONS AT TSINGTAO.

PEKING, September 22nd.

The report that the South Wales Borderers from Tientsin will take part in the operations against Tsingtao under Japanese command is confirmed.

## OFF TO THE WAR.

Mr. H. G. C. Perry-Ayscough, of the Chinese Postal Service, Foochow, to rejoin his regiment, the Inniskilling Fusiliers.

Mr. E. C. Creasy, Second Assistant Superintendent attached to the Sikh branch of the Shanghai Municipal Police, has resigned and returns to England to rejoin the Royal Artillery Reserve at Newcastle.

## SHANGHAI BRITISHERS LEAVING FOR SERVICE.

A party of British subjects are to leave for home this week to offer their services to the War Office. According to the latest available information they will travel home by the French mail steamer *Polynésie*. This step has been taken by the men of the party, it is understood, not because of any objections to the scheme which is now being prepared in Shanghai but because they are anxious to reach home at the earliest possible date and they are all willing to take on whatever work the authorities at home may deem them best qualified for. All of the party are hard riders and in the best of condition while the majority are capable of rendering service in other departments. Their departure will, of course, cause no alteration in the scheme which is being developed for the raising of a corps of 250 men from the Far East and which scheme is steadily progressing towards fruition. Should the present arrangements of the party intending to leave on Friday materialise the men will carry the best wishes of the Allied community where they are stationed at home or have the good fortune to be sent to the front.—*Shanghai Mercury*.

## H. A. L. "SUI-MOW" CAPTURED BY JAPANESE DESTROYER.

The destroyer *Hatsuhara* captured the Hamburg-America *Sui-Mow* on the morning of the 15th inst. The vessel was carrying 1,500 tons of coal.

The naval authorities are reported to have said that the German steamer arrived at Shanghai from Hongkong on the 4th ult. with a general cargo and left three days later, ostensibly for Kobe, but had not been reported until her capture.

It is stated that the H. A. L. *Sui-Mow*, was sighted at two o'clock in the morning by the destroyer *Hatsuhara* and immediately ordered to stop. Officers of the destroyer went on board the steamer and questioned the officers, but as the latter could not speak English, or would not, little information was obtained.

According to the Captain's statement the *Sui-Mow* left Shanghai on the 7th ult. but encountered a storm and had been adrift near the Bonin Islands. She had 1,500 tons of coal on board and no other cargo. The Captain was requested to produce charts, bills of lading, etc., but he declared that they had all been lost during the storm. It is supposed that the steamer left Shanghai to supply coal to the German cruisers in the Pacific but failed to do so. A Japanese account adds that she made her way into Japanese waters so as to be ready for capture!

The *Sui-Mow* is a twin-screw steamer of 1,357 tons gross register and was built in 1907.

## ZEPPELIN BOMB-THROWING.

HOW IT IS DONE.

LONDON, August 27th.

The method used by Zeppelin air-ships in dropping bombs has been described as follows by an English refugee, who has just arrived here from Belgium.

The dirigible hovers over its objective at a sufficient altitude to keep it out of range of the enemy's guns. At the same time it lowers a steel cage attached to a steel wire rope 2,000 or 3,000 feet long. This cage is divided into compartments and it carries one man, whose duty it is to throw down the bombs. The cage is sufficiently strong for rifle fire against it to be ineffective and because of its small size and the fact that it is kept constantly in motion it is very difficult for heavy guns to hit it.

Refugees from the scene of the fighting around Mons report that a German airship took a prominent part in directing the German artillery, says *The Times* correspondent in Paris. Aeroplanes hovered over the British position and their pilots signalled the German batteries by means of a disc swung at the end of a line.

## MENDACIOUS GERMAN REPORTS.

The *N.C. Daily News* publishes the following cablegram, from London dated September 22nd:—

The Germans are attributing to Chinese sources the wildest and most absurd fictions. Their special Attaché at Stockholm quotes the German Legation at Peking as having stated that the Japanese Government has officially informed China that a revolution has broken out in India, that Great Britain has asked Japan to send troops there, and that Japan has consented in return for a loan of \$200,000,000 a free hand in China and the unrestricted entry of Japanese into Great Britain's Pacific colonies.

Even Swedish papers question such obvious and impudent mendacity. It shows the worthlessness of all German news, which even Germans no longer believe.

## "THE NEXT LIE."

PEKING, September 22nd.

The following official telegram from the Foreign Office has been handed to Reuters Agency at Peking.

LONDON, September 18th.  
The British Admiralty announces that the Germans have already sunk H.M.S. *Warrior* three times since the beginning of the war. It is suggested that another vessel should be selected for the next lie.

## GERMAN REPORTS CAUSE UNCONSCIOUS AMUSEMENT.

The following letter, signed K.N., appeared in the *N.C. Daily News*:—

A great number of the readers of your esteemed paper wonder at the publicity given, under the heading "German Reports," to wilfully erroneous news about the war, especially about the operations in the western parts of the field.

The reason for this publicity might be granted as a desire of equity and impartiality. Indeed the only or almost only telegrams that can reach China are official "communiqués" from the British and French Governments, are forwarded by the Official Press Bureau, through the Reuters and Havas Agencies, or, when sent from private sources are equally submitted to a strict censor, and therefore might be suspected of exaggeration and optimism.

It is well to remark that if the sources of news above mentioned are sometimes very discreet, for reasons easy to understand, and do not tell everything, at least everything they tell is true and must be true. By comparing British and French papers in Europe, we find that those papers give the same information that is telegraphed to us and is given by the Governments through special bulletins to their armies in the field. It would be impossible to provide officers and soldiers with false news, as the latter know all about it and this would have the worst consequence on their mind, a consequence just the contrary to the object of the issuing of bulletins.

Some might say, as in Stendhal's description of the battle of Waterloo, that, with the exception of the Chief Commanders of the troops, nobody knows what is going on on an extended line of fighting: the answer is that officers and men are aware of the truth for the places where they are fighting; and, as the bulletins mention particulars of what is going on on all the front, wilful errors about parts of this front could not pass and would not be admitted by free and liberal-thinking people such as British and French readers.

The Editor of our contemporary adds the following comment:—"At the beginning of the war we published the German reports for the sake of impartiality. Now there is the additional reason of the unconscious amusement they afford."

## A SOUTH AFRICAN INCIDENT.

COMMANDER STERNLY REBUKED.

PEKING, September 23rd.

The following official telegram dated September 22nd, from the Foreign Office has been handed to Reuters Agent in Peking:—

General J. C. Smuts, Minister of Defence of the Union of South Africa, in accepting the resignation of ex-General Beyers of the post of Commander of the Union Defence Forces, makes the following observations on the criticisms made by the latter respecting the policy of the Union Government:—

Your bitter attack on Great Britain is not only entirely baseless but is the most unjustifiable coming as it does in the midst of a great war from the Commander General of one of the British Dominions. You forget to mention that since the South African War the British people gave South Africa her entire freedom under a constitution which makes it possible for us to realize our national ideals along our own lines and which, for instance, allows you to write with impunity a letter for which you would without doubt be liable in the German Empire to the extreme penalty. Neither the British Empire nor South Africa was the aggressor in this struggle. So far as we ourselves are concerned our coast is threatened, our mail boats are arrested and our borders are invaded by the enemy. My conviction is that the people of South Africa will in these dark days, when the Government as well as the people of South Africa are put to the supreme test, have a clearer conception of duty and honour than is to be deduced from your letter and action. Your resignation is accepted.—Smuts.

Four English girls who were spending their holidays at Aywaille, a Belgian village near Vise, when war broke out, returned to England, after a thrilling experience. "We came down to breakfast one morning," said one of them, "to be told that Germany had declared war on Belgium, that the German army was advancing on us, even that they were even now entering Aywaille, which was in a state of siege, and nobody might enter or leave the town. Everywhere there was confusion and panic. "Communication with the outside world was cut off. The railway station was closed and strongly guarded, and we could obtain no information at the post office. The day was one of the greatest anxiety for us, and we determined that next morning we would set out on foot in an attempt to reach Liège. On rising on the following morning we could see a troop of German soldiers entering the village. We could get no porters, and knew of no word of French, we dared not face the journey alone. Eventually the cook from our hotel decided to come with us, and, abandoning our luggage, we set off for Liège. There were no means of conveyance and we were determined to attempt the walk of thirty miles across country, not knowing then that Liège was the centre of Germany's attack. "The direct road was barred by the military, but we went by side routes and joined some men who were apparently in the same plight as ourselves. Hour after hour we stumbled along. Here the ground was a network of wires through which we could only creep; there we had to be lifted bodily over fallen trees. All the roads were barricaded, and whenever we reached a main road we were stopped by the soldiers. "We began to suspect our companions, who would give us no information as to where they were taking us. We asked for the British Consul's address in Liège, and they refused to give us any definite information."

## ENGLISH GIRLS IN THE BATTLE AREA.

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"We came down to breakfast one morning," said one of them, "to be told that Germany had declared war on Belgium, that the German army was advancing on us, even that they were even now entering Aywaille, which was in a state of siege, and nobody might enter or leave the town. Everywhere there was confusion and panic. "Communication with the outside world was cut off. The railway station was closed and strongly guarded, and we could obtain no information at the post office. The day was one of the greatest anxiety for us, and we determined that next morning we would set out on foot in an attempt to reach Liège. On rising on the following morning we could see a troop of German soldiers entering the village. We could get no porters, and knew of no word of French, we dared not face the journey alone. Eventually the cook from our hotel decided to come with us, and, abandoning our luggage, we set off for Liège. There were no means of conveyance and we were determined to attempt the walk of thirty miles across country, not knowing then that Liège was the centre of Germany's attack. "The direct road was barred by the military, but we went by side routes and joined some men who were apparently in the same plight as ourselves. Hour after hour we stumbled along. Here the ground was a network of wires through which we could only creep; there we had to be lifted bodily over fallen trees. All the roads were barricaded, and whenever we reached a main road we were stopped by the soldiers. "We began to suspect our companions, who would give us no information as to where they were taking us. We asked for the British Consul's address in Liège, and they refused to give us any definite information."

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## NEW ADVERTISEMENTS

## NOTICE.

ANY MEMBERS of the OVER-SEAS CLUB wishing to form a Branch in Hongkong are requested to send their names and addresses to—

Care of "Daily Press" Office.  
Hongkong, 29th September, 1914. [1195]

## THE HONGKONG ELECTRIC CO., LTD.

## NOTICE.

NOTICE IS HEREBY GIVEN that SCRIPT CERTIFICATES for 13 Shares issued as under—

11th March, 1899. 17298/9.  
27th May, 1890. 17358/9. 23561.  
27th June, 1896. 17719/21. 10134. 21937/8.  
in the name of JOJO A. DA LUZ (Deceased), of Hongkong, have been LOST, and should the same not be produced before the 13th October, New Scrip Certificates will be issued in favour of the said JOJO A. DA LUZ (Deceased), and no transaction taking place under the Scrip Certificates issued on the above mentioned dates will be recognized by the Company.

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 28th September, 1914. [1197]

## THE GULAKILUMPONG RUBBER ESTATES, LIMITED.

## NOTIFICATION.

THE following Telegram, dated 10th September, 1914, has been received at Shanghai from the London Secretaries of the Company:—

"Cancel instructions telegraphed 28th August."

The Notification published on the 19th inst., reading as under, is therefore Cancelled:—

"Pending instructions suspend all Transfers when Transfers or Transfers are German or Austrian Subjects."

By order of the Local Board.  
LIBERT & Co. Ltd.,  
Shanghai Local Secretaries,  
LOWE, BINGHAM & MATTHEWS,  
Colonial Register.  
Shanghai, 23rd September, 1914. [1193]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "MIDDLEHAM CASTLE"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their rank into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th Oct. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Oct., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 28th September, 1914. [1195]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—  
Far Eastern News.  
Leading Articles:—

Prisoners of War.  
The Future of Hankow.  
An Opportunity for British Engineers.  
Germany's Economic Position.  
British Trade in China.

Random Reflections.  
Hongkong.  
Correspondence:—

British Trade in China.  
Act of Remarkable Bravery.  
Telegrams.  
European's Suicide.

Memorial Tablet to the Late Miss Eyre.  
Shanghai International Swimming Club.  
Sanitary Board.  
Damaging Gale at Weihaiwei.

Health of Hongkong.  
Supreme Court.  
Royal Hongkong Golf Club.  
The Prize Court.

Theft of Flower Vases.  
Scene at the Naval Yard.  
The Dog and his Muzzle.  
New Fire Engine for Macao.

Notes from Peking.  
The French Convention.  
The Hon. Mr. J. S. Bucknill, K.C.  
Company Meeting.

The Douglas Steamship Co., Ltd.  
Proud of a Best Heir.  
Sir John Jellicoe.  
Great Damage by Floods in Shantung.

Heavy Flood at Wellston.  
The Mitsui Bussan Kaisha.  
Hongkong Tramway Co., Ltd.  
Stranding of the "Haddon Hall."

President Yuan's Term of Office.  
Former Tokyo Resident Killed in Battle.  
Kang Yu-Wei's Property.  
The Anonymous Anti-British Pamphlets.

The Shanghai Autumn Race Meeting.  
Official Nights.  
Interior Divisions of Rubber Companies.  
Wreck of the "Bengloe."

Arbitration Treaty Between China and America.  
No Football this Season.  
St. Joseph's College Scouts.  
The Comet.

Seizure of Opium on a Sampan.  
An Interfering Indian Constable.  
American Graves in China.  
Commercial Shipping.

Extra Copies 30 cents each, Cash.  
Copies can be posted from this Office at addresses sent; including postage 34 cents each.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 29th September, 1914.

## INTIMATIONS

## G. R.

MONITION TO SHOW CAUSE WHY SHIP AND GOODS SHALL NOT BE CONDEMNED.

IN THE SUPREME COURT OF HONGKONG IN PRIZE.  
No. 8.

THE S.S. "PARLAT," ZOLLNER, MASTER.

GEORGE V., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.  
To the Marshal of Our Supreme Court of Hongkong and to all and singular his substitutes, Greeting:  
WHEREAS the ship "PARLAT," Zollner, Master, and the goods, wares and merchandise laden therein have been seized and taken as prize by Our Ship of War "YANMOUTH," Henry Lake Cochrane, Commander, and taken to the port of Victoria, Hongkong, and a cause has been instituted on Our behalf by the Crown against the said ship, her tackle, apparel and furniture, and the goods, wares, and merchandise laden therein for the condemnation thereof as prize.

WE therefore command you that by affixing these presents upon the Notice Board at the Courts of Justice and by leaving affixed a true copy thereof you monish and cite all persons who have or claim to have any right, title or interest in the said ship, her tackle, apparel and furniture and the goods, wares and merchandise laden therein to enter an appearance in the Registry of Our said Court within 20 days after service of these presents and thereon to show cause why the said ship, her tackle, apparel and furniture and the said goods, wares and merchandise should not be pronounced to have belonged at the time of the capture and seizure thereof to Our enemies and as such or otherwise liable to confiscation and to be condemned as good and lawful prize.

WE further command you to warn by the means aforesaid all the said persons that if they do not enter an appearance as aforesaid the Judge of Our said Court will proceed to adjudication on the said capture and make such order therein as to him shall seem right.

GIVEN at Victoria, Hongkong, in Our said Court under the Seal thereof this 20th day of September, 1914.

(Signed) G. H. WAKEMAN, Registrar.

This Monition was served by me, J. W. LEE-JONES, Assistant Marshal, by affixing the same and leaving a copy in its place as therein provided on SATURDAY, the 20th day of September, 1914.

(Signed) J. W. LEE-JONES, Assistant Marshal.

This Monition is taken out by the Crown Solicitor on behalf of the Crown. [1193]

## G. R.

## NOTICE.

IT IS HEREBY NOTIFIED that the OLD STAR FERRY WHARF, KOWLOON, will be CLOSED for REPAIRS from SATURDAY, the 3rd October, until further Notice.

A. F. CHURCHILL, Director of Public Works.

Public Works Office, Hongkong, 25th September, 1914. [1181]

## G. R.

## NOTICE.

IT IS HEREBY NOTIFIED that during the ALTERATIONS and REPAIRS to the OLD STAR FERRY WHARF, KOWLOON, the WOODEN POLICE PIER will be RE-OPENED for the use of the Public from SATURDAY, the 3rd October, and until further Notice.

A. F. CHURCHILL, Director of Public Works.

Public Works Office, Hongkong, 25th September, 1914. [1182]

## G. R.

## TECHNICAL INSTITUTE.

EVENING CLASSES in the following Subjects will commence on MONDAY, the 5th of October:—

ENGINEERING SECTION: BUILDING CONSTRUCTION.

FIELD SURVEYING. APPLIED MECHANICS. STEAM. MACHINE DRAWING. MATHEMATICS.

SCIENCE SECTION: CHEMISTRY. METALLURGY. PHYSICS. ELECTRICITY. SANITATION. FIRST AID.

COMMERCE SECTION: ENGLISH. FRENCH. SHORTHAND. BOOK-KEEPING.

TEACHERS' CLASSES FOR: WOMEN "ENGLISH AND VERACULAR." MEN "ENGLISH AND VERACULAR."

Students should attend at QUEEN'S COLLEGE at 6 P.M. MONDAY, 5th October, for enrolment. Copies of the prospectus and entry forms may be obtained on application to the Undersigned.

R. E. O. BIRD, M.A., Director.

Hongkong, 24th September, 1914. [1173]

## FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1176]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(ESTABLISHED 1850)

## NEW AUTUMN STOCK OF

## PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

## "VIYELLA" SHIRTS AND PYJAMAS WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS. HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED

## 'SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741.)

## LANE, CRAWFORD &amp; Co.

## INTIMATIONS

## ST. JOHN'S CATHEDRAL.

MR. GEORGE GRIMBLE will give an

## ORGAN RECITAL

TO-NIGHT (TUESDAY).

THE 29th SEPTEMBER, AT 8.15 P.M.

In Aid of the

PRINCE OF WALES' FUND.

Assisted by the Choir and other Local Vocalists.

Hongkong, 28th September, 1914. [1177]

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL TOMORROW (WEDNESDAY), the 30th September, 1914, at 5.30 P.M.

W. ARMSTRONG, Hon. Secretary.

Hongkong, 24th September, 1914. [1171]

## HONGKONG CLUB

## NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB (1898 issue) was held in the Club House on FRIDAY, the 19th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1822
208	792	1121	1482	1844
232	829	1154	1489	1867
314	873	1158	1512	1875
415	874	1158	1541	1895
422	966	1212	1561	1897
484	968	1291	1592	1907
499	978	1327	1625	1909
521	1011	1327	1672	1922
564	1012	1327	1695	1923
593	1047	1370	1750	1950
741	1050	1434	1789	1962
747	1055	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION TO-MORROW (WEDNESDAY), the 30th September, 1914, in exchange for surrender of same.

By Order, JAMES CRAIK, Secretary.

Hongkong, 18th September, 1914. [1153]

## KOWLOON-CANTON RAILWAY.

## NOTICE.

IT IS HEREBY NOTIFIED that commencing on THURSDAY, 1st October, 1914, the Train Times to leave KOWLOON for SHUM CHUN at 8.00 P.M. will leave at 7.30 P.M. and return from SHUM CHUN at 8.45 P.M. and return from SHUM CHUN at 9.30 P.M.

For further alterations and additional Trains see latest Time-table which may be had on application at all Stations and at the Head Offices at Kowloon and Canton.

By Order, ROBERT BAKER, Acting Manager, British Section, Kowloon-Canton Railway.

By Order, THE ADMINISTRATION, Chinese Section, Canton-Kowloon Railway.

Kowloon, 28th September, 1914. [1134]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations—Swimming, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, Esq.

[1943]

## PUBLIC COMPANIES

## THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY

HOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 10th October, 1914, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, 26th September, 1914. [1183]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIPT CERTIFICATE issued 22nd July, 1909, for 4 Shares numbered 5049/5052 in the above-named Company standing in the name of JOJO A. DA LUZ (Deceased) of Hongkong, has been lost, and should the same not be produced before the 10th proximo, a new Scrip Certificate will be issued in favour of the said JOJO A. DA LUZ (Deceased), and no transaction taking place under the said Scrip Certificate issued 22nd July, 1909, will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Company, Ltd., Hongkong, 25th September, 1914. [1185]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911.

and IN THE MATTER OF THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June, 1914, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June, 1914, and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the Print signed by the Chairman of the Meeting for the purposes of identification."

And NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Mr. HENRY HESSEY JOHNSON GOMPERTZ, Acting Chief Justice of the said Court, on WEDNESDAY, the 21st day of October, 1914, at 10.30 o'clock in the day of the said October, 1914.

Company whether as Creditor, policy holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.

DEACON, LOCKER, DEACON & HARBSTON

1, Des Voeux Road Central, Hongkong, Solicitors for the Company. [1094]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.

## BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Hankow. Hongkong. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 15th September, 1914. [959]

## NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCE BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital... Fl. 17,407,000 (£1,450,583)  
Reserve Fund... Fl. 6,515,000 (£546,168)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENTS: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DEGENS BANK.  
SWISS BANKER.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,  
No. 8, Des Voeux Road Central.  
Hongkong, 3rd October, 1914. [91]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000  
Subscribed ... £1,125,000  
Paid-up ... £625,000  
Reserve Fund ... £450,000

BANKERS OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.  
Hongkong, 10th July, 1914. [149]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000  
Reserve Fund... £1,800,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.  
Hongkong, 8th June, 1914. [1494]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000  
Capital Paid-up ... " 7,499,250  
Reserve Funds ... " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy. Kinkiang. Shanghai. Batavia. Kobe. Singapore. Bombay. London. Swatow. Calcutta. Manila. Taichow. Canton. Nagasaki. Takow. Hankow. Newchwang. Tientsin. Foochow. New York. Tokyo. Kapt. Osaka. Yokohama. Keelung. San Francisco Etc.

HONGKONG OFFICE.  
3, Des Voeux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.  
Pongkong, 19th February, 1914. [648]



SEE THAT TRADE MARKED WORD "THERAPION" IS ON  
BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF OCEAN	ORIENTAL Capt. A. L. Valentini	Noon 10th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 10th Oct.	Freight and Passage.
SHANGHAI	MALTA Capt. G. W. Cockman, R.N.R.	About 13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.  
Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th September, 1914.

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"KAIFONG"	On 30th Sept. 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 30th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 1st Oct. 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 2nd Oct. 4 P.M.
SHANGHAI	"LIANGCHOW"	On 4th Oct. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th Oct. 4 P.M.
BANGKOK via SWATOW	"CHIHUI"	On 7th Oct. Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGKOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Hongkong, 29th September, 1914

TELEPHONE 36. AGENTS.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	...	On 30th Sept. 10 A.M.
EASTERN ...	...	On 9th Oct. 10 A.M.
ALDENHAM ...	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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# DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. B. Hodgins	TUESDAY, 29th Sept., at 1 P.M.
"HAITAN" ...	Capt. J. W. Evans	FRIDAY, 2nd Oct., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 6th Oct., at 1 P.M.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	WEDNESDAY, 30th Sept., at 1 P.M.
"HAIYANG" ...	Capt. A. H. Stewart	FRIDAY, 4th Oct., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 29th September, 1914.

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# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots from Nagasaki	3rd Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.
TENYO MARU	22,000—21 knots	SATUR., 14th Nov.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.	"	£96.10.
" " " SAN FRANCISCO	£45.	"	£68.

## SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,  
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted routes for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Saka	Middle of October.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALIO MARU"	Y. Yamamoto	THURSDAY, 1st Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 4th Oct., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 11th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHO MARU"	K. Hattori	WEDNESDAY, 30th Sept., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,  
MANAGER,  
Second Floor, No. 7, Queen's Building.

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# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: PROPOSED SAILINGS: FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

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# NIPPON YUSEN KAISHA



## THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.O. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SUWA MARU Capt. Mura	15,700	WEDNESDAY, 21st Oct., at 10 A.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. Sekine	9,600	TUESDAY, 29th Sept., at 9 A.M.
KOBE	NIKKO MARU Capt. R. Takeda	9,800	WEDNESDAY, 21st Oct., at Noon.
SHANGHAI and KOBE	TOSA MARU Capt. Yoshikawa	12,000	SATURDAY, 3rd Oct.
NAGASAKI, KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	TUESDAY, 29th Sept.
KOBE and YOKOHAMA	JINSEN MARU Capt. Terada	5,000	THURSDAY, 1st Oct.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	12,500	TUESDAY, 29th Sept.
KOBE and YOKOHAMA	HITACHI MARU Capt. Sato	12,500	FRIDAY, 9th Oct., at 11 A.M.

Fitted with New System of Wireless Telegraphy.

NOTICE—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS:

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 252 and 1241

[18-9-11]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL"	to SHANGHAI	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH
leave YOKOHAMA	COLOMBO	HAI	KONG		LES	(London 1 day later)
		6 p.m. Tues.	Noon Satur.		Friday	Thursday
Oct. 1	ORIENTAL	...	Oct. 6	MOOLTAN	...	Nov. 6
Oct. 15	MALTA	...	Oct. 20	MOLDAVIA	...	Nov. 20
Oct. 29	ARCADIA	...	Nov. 3	KHYBER	...	Dec. 4

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

THE FARES to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	£65.	LONDON	Return	£97.
2nd Saloon	"B"	"	"	"	£59.	"	"	£85.
"A"	"	"	"	"	£44.	"	"	£66.
"B"	"	"	"	"	£40.	"	"	£60.
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.		
2nd Saloon	"B"	"	"	£55.	"	£81.		
"A"	"	"	"	£42.	"	£63.		
"B"	"	"	"	£38.	"	£57.		

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'ERLIE	Due at LONDON
NAMUR	about	about	about	about	about	about
NELLORE	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
SICILIA	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
NAGOYA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single: £75 Return: £25 Single: £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single: £61 Return: £23 Single: £43 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 1%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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